

men. Its fate now seems to hinge on its been making the most noise." ability to maintain control of bicycle racing An unprofitable season, together with the tendency of race managers to revolt against ing for a pie and aweetmeats on the part of league dictation, have brought racing affairs to widespread confusion. Suspensions men who ride long distances. The same are being issued by the wholesale from greed for saccharine matter is shown by Chairman Mott's office, but they do not athletes of all kinds who suffer from exhausscare the racers very seriously. Denver all persons connected with a meet, 200 in number, were suspended for participating in Sunday racing in violation of the rules of the league. Like conditions prevail at Washington, Baltimore and New Scores of professionals and amateurs have been suspended and tracks outlawed. The action of the league in the premises was undoubtedly justified under its rules. There had been crooked work on the tracks and its orders had been openly violated. It was obliged to act vigorously or abdicate control of racing. But its orders cannot enforce themselves, and those under the ban have, in many Tostances, ignored them. The fact that the league's power to punish is ineffective foreshadows a rupture likely to end in the abandonment of the cherished hobby of

The American Cycle Racing association, an organization of track managers, is rapidly coming to the front as a formidable competitor of the league in the control of racing. Many of its members are on the suspended list, are bitterly opposed to Mora and are industriously spreading disaffection and at the same time improving its opportunities. The association, so far as is known, cares nothing for the amateur, except so far as the class may be regarded as a feeder for the ranks of the professionals. It was organized to arrange and conduct track competitions between cycle racing stars of such magnitude as would insure gate receipts commensurate with the large expense of controlling the dates and services of such men as Michael and Taylor, and of maintaining the pacing outfits necessary in the latest and most popular style of cycle racing. And yet, to the season is due more largely than to any other factor the decided revival of public interest in bicycle racing.

While the association, so far as can be season, owing to its heavy expenses-one item of which is \$20,000 or more to Michael erable prestige among racing men as an organization. Upon that foundation, it is said, the American Cycle Racing association will, during the present winter, pre-1899, in which it will endeavor to control that element.

That the association must to some extent lock horns with the league or ignore that body entirely is inevitable. From the present aspect of affairs, it is probable that the latter will be the association's present policy. The league, for instance, has declared that it would grant no sanctions for a second six-day race at Madison The arsociation, on the other hand, has lared that a six-day race would be held sanction or no sanction. And the coming race will thus prove the first sortie beinto a struggle for the control of cycle racing in New York and neighboring divisions of the league, at least.

drafting plans for a new organization and writing out rules for it that would be subscribed by riders, managers and track owners. The racing board is making a defiance and, while the real conductors and supportsee the control of racing wrested from the at Washington for the year 1897. League of American Wheelmen. I want to During that year the patents granted for see it give it up voluntarily, but a situation | inventions of bicycles, bicycle parts, appli-

A crisis is rapidly approaching in the such as this makes me sick when I think affairs of the League of American Wheel- of what might be done by those who have

> A chronic century rider says that the craythe returned soldiers is a lesson for wheel-Out at tion, and except in cases where the body is very weak and the digestion is impaired it is argued to be a prompting of nature that should be humored. The nutritious properties of sugar, this century plodder says, are just what a man making forced marches and long rides requires and he recommends riders on tours and long trips to indulge themselves judiciously in sugar and candy, especially at such times as they are too tired to eat heartily of meats and vegetables. He states that in his experience he has found that the appetite reacts naturally and the stomach is spared being overloaded during over 1,000,000. "In 1880," says the report, the ride or being collapsed at the finish.

"There is danger," says J. C. Monaghan, United States consul at Chemnitz, in a communication to the State department, "of inreased duties being levied on bicycles and parts of bicycles sent to this empire. A crisis is looked for in Germany's bleycle busness. Failures have occurred and are to be followed by others. 'This,' says a writer who wants to see increased duties, 'is the result of the enormous increase in the imports of bicycles and bicycle parts from the United States.' He speaks of the 'cheap and bad wheels' brought over and the indifference of American manufacturers to the quality of their wares, although it is known that American wheels and parts are the best in the world. The meaning of the article is that bicycles will be put under the class 'vehicles' in the German tariff and to pay, without doubt, from \$10 to \$15 each.

TOLD BY THE PATENT OFFICE.

Amazing Growth of the Bicycle Industry in America.

If ten years ago it had been predicted that before the close of the nineteenth century efforts of the association during the last the manufacture of bicycles and bicycle supplies and of machinery for making them would constitute one of America's greatest industries, the prediction probably would have found few believers. Statements have learned, has not cleared a large profit this been made from time to time, says the New York Sun, concerning the bicycle's development in the United States and com--it has without question attained consid- parisons, more or less accurate, have been made as to the skill and progress of wheelmakers in this and other countries. Englishmen have been pleased to assert that greater advancement in cycle construction pare for a season of professional racing in has taken place in England than elsewhere. Frenchmen are disposed to think that the wheels made in France are as good as any others and the efforts in Germany to encourage the use of home-built wheels rather than those made in America, by the proposed imposition of heavy duties on the latter, show that the superiority of Uncle

Sam's machines is duly recognized by the Germans. The remarkable growth during the last Square Garden-such as was held last year. three years of the bicycle's popularity in countries where it was before almost a stranger offers new and great opportunities for manufacturers whose product is strictly first class and whose enterprise and genius tween the two bodies in what must develop are constantly alert. The exportation of wheels, as is shown by trustworthy statisties, has come to be an exceedingly important feature of the history of America and the foreign demand for American ma-A member of the league who is opposed to chines next year and thereafter is a matter race control thus states the situation in the of much consequence to the manufacturers New York Sun: "A Moses is needed to lead of this country. The past has demonstrated the hesitating, confused and scattered army. that cyclists on the other side of the water It looks to me like laziness on the part of are quick to appreciate the advantages of some of those who have the most brains and strong and speedy mounts. Whenever our yet are doing nothing but talk. Any one of manufacturers have made desirable changes several who are talking loudly is capable of in their models it has required only a very

garding it. At the present time cyclists in nearly every part of the world are eager to know ers of racing are waving their arms and what modifications or radical changes will shricking about injustice, not one is trying be revealed in the American bicycles of to do anything practical toward placing the 1899. It is doubtful if the manufacturers sport in new and capable hands. The im- themselves could adequately answer the inportant tracks in good standing with the quiry at this early date, as, very likely, league are now in a minority. It seems to many of them are not yet familiar with inme the only thing for them to do is to say ventions and suggestions which they wish nothing and ask no favors. The men who to consider carefully before deciding exrace for a living if asked to ride for so much actly how to fashion the new machines. money will ride, because the league will not Never before has the progressive wheeloffer to them a cent not to ride. With the maker had so great a number of practical majority of the tracks beyond the pale of and ingenious methods and devices to selec the league, it needs only a few unsanctioned from as he has now. Some idea of what in meets and the suspension of the majority of ventors of this country have done within fast men for league control to be a farce. the last two years to increase the comfort Instead of taking the bull by the horns, and pleasure of wheelmen and of what the though, it looks ag if the track owners are latter may hope to enjoy before the close of likely to get down on their knees the same another year, may be gained by examining as ever and make terms. I do not want to the reports of the commissioner of patents

brakes, 41 for bicycle tires, 33 for bicycle saddles, 20 for bleycle handle bars, 12 for bleyele handles, 15 for bleyele lamps, 14 for bicycle cyclometers, 13 for bicycle luggage it is Today. and parcel carriers, 13 for bicycle wheels,

enty-eight patents were issued for new bi-

cycles, 49 for bicycles bells, 42 for bicycle

13 for bleyele frames, 12 for bleyele chains

for bicycle pedals, 8 for bicycle gears, 7

for bleycle alarms and 5 for bleycle ball

bearings. Other cycle patents were as fol-

lows: Supports, 61; stands, 17; locks, 31;

canoples, 4; driving gear, 4; driving and

propelling mechanism, 10; foot rests, 2;

cranks, 2; crank hangers, 2; crank shafts,

The above are only a few of the whee

inventions for which patents were granted.

It appears to contain almost everything

requisite for the wheelman's comfort and

recreation than speed will find in the list

many articles to please them, while the professional record-breaker should be able

to choose a gear that will gladden his heart.

The figures of the patent office for 1897.

when contrasted with the report of that

office seven or eight years ago, are doubly

interesting. In 1890 only twenty-seven fac-

tories were engaged in cycle making and

less than 2,000 workmen were employed.

The output was valued at a little over

\$2,500,000. In 1895 the number of bleycle

factories in this country exceeded 200, an

aggregate capital of more than \$100,000,000

was invested, upward of 50,000 workmen

were employed and at least 800,000 wheels

were turned out. Last year the production

of machines is estimated at considerably

"a large proportion of the cycles used were

imported, mainly from England. In 1897

the exports of cycles and parts of cycles to

England amounted in value to \$2,128,491

and the total exports amounted to \$6,902,-

But not only has the bleycle benefited

Americans because of the investment of

immense capital and the employment of .

At the present time it is estimated that

2,000 shops in this country are engaged in

In several of the shops from three to five

The manufacture of new machinery for

use in making the parts of bicycles and

bicycle novelties has also given rise to an

industry which furnishes employment to

a very large number of Americans. Invest-

ors have been busy day and night devising

machines to facilitate the work of con-

struction, with the result that the exporta-

tion of those products is exceedingly im-

It is clear from the above, therefore

notwithstanding the numerous failures

among bicycle concerns two years ago, the

marked reduction in the price of wheels

and the statements of uninformed persons

that cycling has lost much of its charm,

that the wheel occupies a very conspicuous

place in the thoughts of the people; and

when the figures showing the extent of the

cycle industry for the present year are made

known that fact will probably be even

BICYCLE CHAFF.

"Do you mean to tell me that Barnes

"That is what he did. He said he would

Tormer smashed his wheel just because the

allow no confounded inanimate thing of

"You needn't jump out of the way," sar

"You won't get run over. This is a

castically remarked the monkey-backed

"It isn't the machine I'm afraid of," re-

plied Uncle Allen Sparks, thoroughly roused.

Molly-How sad it is to think that there

are people in the world, like Fiji islanders,

Dolly-Yes, and their costume is so ex-

"Queer looking girl, isn't she? Rides the

'Yes. She's built on the Cuban campaign

'Shafter ankles and reconcentrado arms.'

"Poor Alice had to give up her bicycle rid-

'She was so used to driving a horse that

she kept jerking at the handle bars all the

Where is the wheel she rode last year;

time as if they were a pair of reins."

Her bloomers, where are they?

The lover whom she rode with then

Her tires are now all flattened out,

Why is she never seen upon

Did not lay down his life

He took that maid to wife.

Her bloomers hung away-

Beside a baby's crib she sings

Sweet lullables today.

Upon the field of battle, but

The boulevards today?

for instance, who have never known the de-

more apparent than it is today.

tire got punctured? The idiot!"

steel and rubber to hiss at him."

lights of bicycling

"What's that?"

'And why not?"

cellently adapted to it, too.

ng. She just could not learn.'

repairmen are employed.

portant by itself.

thousands of workmen in its manufacture

Riders who care more for mild

2; attachments, 12, and chain brush, 1.

safety.

736."

SUGAR AND COFFEE PLANTATION RUINS

Money, Machinery and Means Transportation Needed to Revive Industry-Spanish Residents Want Annexation.

SANTIAGO, Sept. 14.-We know all about Havana in the west and Santiago in the east, the New York and San Francisco of Cuba; but what about the country between? Since the blockade of Cuban ports began early in the war the interior section of the island, so far as the outside world is concerned, has been a place of vast silence Correspondents with pen and camera and military couriers with dispatches went inland only as far as Garcia's camp in Santiago province, or to the headquarters of President Maso, and the Cuban government in the province of Puerto Principe. Oc casionally there were brought to light small

morsels of news about Matanzas or Cardenas on the north coast, or about Cienfuegos or Trinidad on the south. But the interior, all the inland towns, remained in impenetrable gloom. In shut up Havana knowledge was less than in the United States until the signing of the protocol and the coming of peace. Then the opportunity to move about at will proved too tempting to be resisted by the trio of . American correspondents who had re- with large interests in outlying estates, had for over three months. We decided to traverse this silent inland district and to take negroes. After a glimpse of the black faces a look at new Cuba during the first moments of its freedom.

Between Havana and Santlago the distance is 500 miles. The railroad extends only half way, ending at Santa Clara. The the business of repairing bicycles; most of saddle. Santiago has never been connected remaining 250 miles must be made in the them also handle cycles and cycle supplies. with the rest of Cuba by rail. Boats seemed to be good enough for Cubans and Spaniards. But an American company has already sent down there to report on the best route for a railroad to connect Santiago with Santa Clara and thence with Havana. The Change in the People.

this same ground in April, just before the appearance of the country had not changed. The rains had turned the ashes that lay over the burned fields, like a crust, from gray to black. That was all. The real change fay not in nature, but in man. In April, an armored car full of Spanish soldiers was attached to the train. Now both car and soldiers were left behind. No fear now of a sudden rain of bullets, no need now of a scouting engine to precede the train in search of bombs or broken rails. For now we were journeying through Cuba the New. Even though the country is still all divine overhead and all devastation under foot, the condition of the inhabitants is changed. The people are free, free in their misery and their hunger to rove over the blackening fields, over the ruin and the desolation, unmolested. At the stations along the line the surviving reconcentrados gathered, mute, stupefied either by their long suffering or by the news that relief would soon

come-with los Americanos. A Desolated Country.

The train rolled slowly through Havana province and into the province of Matanzas, into the sugar-cane valley, once the Valley Beautiful, now the Vale In April, when we were there before, the smoke of a hundred fires hung over the valley in one great, black pall. But now there was no smoke; the last embers had ceased smouldering, the plantations, centrals, adobe houses were masses of black ruins, the terrible autographs of fire and sword. The whole province resembled nothing s

much as a huge ash heap. On, into Santa Clara province, into the former garden spot of Cuba, perhaps of the world. Here were the royal palms, still lominating; but they were sentinels in a This was the sugar paradise. In 1895 Gomez and Maceo overran it "al machete." Today it is what the insurgent chiefs left it, paradise burned. Not a house is standing, not a soul inhabits the region. Such is the desert that was created when drifting ashes. And such, indeed, is the ondition of all the fifty thousand farms, plantations and ranches that were destroyed throughout Cuba during the war. Machinery here, as well as all over the island, is a thing of the past. What is not rusting in the fields has been broken up and shipped poverty stricken, all of them? From my own knowledge I can state that gold was and that now this gold will be brought from its hiding places.

Starting a Real Estate Boom.

and Washington, D. C., claims to own, Acording to the prospectus the company can buy in this same Santa Clara, for 100 cents, Condition of the Interior of the Island as \$100 dollars. "We are the early birds," the an acre of land, which will soon be worth document continues. "If you would get the worms stick to us-shares \$1 each. We have located valuable tracts of timber, mineral and farm lands in the New Cuba. We will be the first on the spot to develop these resources. Better than government bonds." So runs the prospectus. It will be just as well, however, for possible stock-takers in this company to take, first, a little journey through New Cuba.

Spanish Glad to Get Out.

Then came Santa Clara city, where the corer people were standing around idly, seemingly walting for something to turn Their countenances seemed to say: Well, the chapter of horrors is ended, we have buried our dead and still there is a reign of misery. What next?" Santa Clara, being so far inland, had received no relief for months. Upon this city Weyler's reconcentration edict fell as heavily as upon any of the seacoast towns. Fifty thousand reconcentrados were gathered here in an area of five miles surrounding the city alled the zone of cultivation. Fortunately this was high ground. Death's harvest in Santa Clara was much smaller than in Mantanzas or in Cienfuegos. Spain's soldiers still dawdled through the streets, but they were unarmed and they seemed cheerful. They were preparing to evacuate; and to every Spanish soldier in Cuba the word evacuate means home. We saw no surliness; from the conscript to the commandante, every man of Spanish blood, seemed delighted with that significant word, evacuation. Business was at a standstill, though business men arrived to look over their property. Throughout the city we saw a surprising number of in the Cuban army and a look at the black faces in Santa Clara, no one would have difficulty in believing that a full half of the native population of New Cuba is of African descent. The negroes in Santa Clara had drifted there from the sugar estates in the outlying province. When we learned that each of the large estates in question used to employ 2,000 to 3,000 negroes at a time. their great number was not so surprising These Cuban negroes are mostly uneducated laborers, unfitted, of course, for holding governmental positions. Yet many of then are growling ominously. They did the fight The train was scheduled to leave Havana ing and now that independence has come at 6 in the morning. It started at 9, a little they want a voice of their own in the law reminder to the passenger that Cuba is still making. Cubans, however, laugh at the manana land. Some of us had been over idea of a "negro problem." "These niggers," said the Cubans in Santa Clara, "will go war. We observed now that the physical back to the cane fields and work just as peacefully as ever."

Spaniards Want Annexation.

Many of the estates, through persecution and confiscation, have fallen into Spanish hands. The mere suggestion that Cubans may now govern Cuba fills these Spaniards with terror. Scores of them are in Santa Clara awaiting the issue-Cuban independence or annexation. And how they pray for annexation! This is one of the many things Americans will have to investigate in helping New Cuba. Capital will not rush in off-hand. In the south it was not until years after the civil war that fortunes were made. In Santa Clara the Cuban merchants understand the situation thoroughly They liken Cuba to an ill-used individual who has been rescued, by a powerful friend from persecution and poverty, and told to go ahead and begin life anew, with the promise of every possible assistance from the benefactor.

From Santa Clara to Santiago the journey included the crossing of the oft-described trocha. Once beyond this mass of barbed wire that formerly marked the line between Spain's Cuba and Cuba's Cuba, we practically in a jungle. The desert we had left behind was really a civilized country compared to the country which we now entered, this Cuba Libre-which the insurgents have held during all the war. Here, n the province of Puerto Principe, were not only no railroads, but no roads for wheeled vehicles. Excepting in the vicinity of the town of Puerto Principe, there is no road over which a carriage or wagon can pass. Here is a most important field for engineering enterprise—the development of transportation facilities. What is now known as the Royal Road is merely a broad strip of country, sometimes fenced by cactus and barbed wire and passable only on horse back. Two days of heavy rain practically stops traffic in all directions. Here is a great opportunity for building common sixty million dollars of sugar cane became roads. There is plenty of stone for the purpose. Such roads as now exist cross rivers and streams by fords, which are impassable soon after the rains set in. The necessity for bridges is great. Our progress was uneventful, monotonous. Heat and Mosquitoes were the only enemies encountered. In desperation we hurried on to to America as old metal. Cuba must have the coast, through miles and miles of virgin a new outfit of machinery. But first she forest, where the finest mahogany was in must get money. Are the Cubans really so evidence, where rich iron mines were merely indicated, to the valley of Guanta-Here is the coffee district of Cuba. hoarded by many Cubans during the war, The plantations were deserted, but not in ruins. Coffee in greater quantities than ever will soon be raised here, just as the ural wealth. Every foot of the ground over cultivation of tobacco, in the province of which we journeyed is capable of cultiva-In this province of Santa Clara are the Pinar del Rio, west of Havans, will soon tion and that without hard work. There tracts of land which a Cuban "land com- again be a thriving industry. It will take were no untillable declivities or rocky areas

General, Sir Evelyn



SIR EVELYN WOOD, Says-

"Regarding the infantry marching in the recent manoeuvers, it was the best seen during my command at Aldershot. Many officers availed themselves of the tonic and reconstituent properties of the well known Mariani Wine, the most certain as well as the most palatable method of reducing resistance to fatigue."

From "The London Sketch."

(MARIANI WINE.)

Mariani Wine is endorsed by more than 8,000 American physicians. It is of especial value in cases of Neuralgia, Nervous Debility, Muscular Relaxation, Mental and Physical Depression and Exhaustion, Overwork or Overstrain, Insomnia, Headache, Nervous Dyspepsia, Loss of Appetite, Emaciation and Consumption; it builds up the vital forces and is a powerful rejuvenator. It gives strength to the nervous system, firmness and

FOR OVERWORKED MEN, DELICATE WOMEN, SICKLY CHILDREN

MARIANI WINE MEANS SALVATION.

SPECIAL OFFER-To all who write mentioning the Omaha Bee, we send a book containing portraits and endorsements of EMPERORS, EMPRESS,

PRINCES, CARDÍNALS, ARCHBISHOPS and other distinguished personnges.

Paris-41 Boulevard Haussmann; London-83 Mortimer St.; Montreal-28-30 Hospital St

New Dining Room Pieces

The finest lot of Tables, Chairs, Sideboards,

China Closets, Buffets, etc., ever assembled.

Dining Tables \$3.50 up

-200-

New Bicycles

Wholesale Prices

\$15 7 \$25

'99 Models now in.

OMAHA BICYCLE CO.,

Cor. 16th and Chicago.

Sideboards \$10 up

Dewey & Stone Furniture Co.,

more than war to deprive Cuba of her nat-

AT A COUNTRY STATION

SCENES IN THE INTERIOR OF CUBA.

ED T. HAYDEN, Mgr. NEW BICYCLES CHEAP



On Monday from 10 to 11 o'clock we will sell a limited number of our \$30.00

\$13.50 STEARNS TANDEMS CHEAP Prices on other wheels corresponds.

NEBRASKA CYCLE CO., Cor. 15th and Harney.

as in Connecticut; no fields of sandy land as in Florida. The island's area is about equal to New York state and only 10 per cent of this resouceful area has ever been under cultivation.

At last we reached a hamlet, a place of adobe houses only. All the inhabitants were gone. But small patches of ground here and there were planted with sugarcane or tobacco, just like the dooryards in the suburbs of Havana

《公共兴兴兴兴兴兴兴兴 Take It Up Stairs, Too.

Nearly everybody uses Wool Soap down stairs in the laundry. It's the one soap that won't shrink woolens, and people must use it there. But you need it up stairs more—up in bathroom and bedroom. Don't use on your face what you dare not use on wool!

is simply pure soap. Other soaps are called pure-but they shrink wool. They lack our secret.

Whenever you need a pure soap you need Wool Soap. You need it most for toilet and bath. That's where Wool Soap is important,

IT SWIMS.

All Grocers and Druggists sell it.